

07-02-1985-p.9

When Job had finished his description of the Civil War experience, I explained to him how, structurally, his experience was similar to / different from aesthetic appreciation — see SKP's CAAW. He listened well and understood. We spent a very enjoyable two hours talking; before 11 P.M. he took his leave & we agreed to meet at 9 A.M. in the BBC parking lot and take down the lumber for the Montage booth — and also pick up ^{at Kiefer's} and take down the 4 barrels (55-gallon drums) for the booth. Job would drive the truck.

What a gratifying "reunion" we had — given the fact that we inhabit such different worlds and at the same time inhabit, with some regularity, the same worlds, our friendship has its highs and its lows. This afternoon/evening was one of the very high highs.

When shall we go camping? Next week will be very crowded and inefficient. Possibly the week of 7/14-21 — on the day following the Crystal Band concert on 7/16/85 at 7:30 P.M.

07-03-1985-p.1

Rail runs again to Carbondale

By JOHN M. HART Jr.

The first arrival of freight to Carbondale by train in more than a year will be made by the Lackawanna Valley Railroad today.

Approximately three cars will be taken from the LVRR's South Scranton Yard to the Ethyl Corp. in Carbondale between 11 a.m. and 2 p.m., Atty. Larry Malski, director of the Lackawanna County Railroad Authority, revealed Tuesday.

The use of rails connecting the county's two cities is the first since the trackage, once part of the Delaware and Hudson Railroad's mainline, was purchased by the county Railroad Authority in April of this year.

Since that time, state grant money has been used to rehabilitate the 27 mile shortline, which connects Minooka Junction at Taylor with West Carbondale in Fell Twp.

In addition to the train itself, residents of the upper valley will also do a bit of a double take when they see the locomotive used by the LVRR. Bill Powers, president of the shortline railroad, decided to paint his locomotive in the grey, yellow and orange colors of the former New York, Ontario and Western Railroad. The "O&W" was one of six railroads to serve the Lackawanna Valley when coal was king and had a major yard operation in Carbondale Twp.

The arrival of rail freight in Carbondale ends many months of work by officials of Lackawanna County and the Railroad Authority to link upper valley industries with the money-saving form of bulk transport.

In addition to freight on the line, the Authority is hoping to secure state and federal funding to test commuter service in the valley. The Authority has already taken possession of a rail bus for the service and Malski has applied to the appropriate parties for grant funding.

Meanwhile, as the area's "rail fever" continues, city officials have reported at least six people are interested in developing the former Railroad Express Building at Lackawanna and Adams Avenues.

The REA Building, which for many years housed Tony Harding's Diner on the ground floor, is presently owned by the Erie Lackawanna Restoration Associates, developers of the adjacent Hilton at Lackawanna Station.

ELRA, however, is deeding the REA Building over to the city in return for a \$50,000 contribution made to the hotel renovation project. City Solicitor Edmund Scacchitti said the city committed \$752,000 in federal funds to the station project but actually spent \$58,000 more.

Scacchitti would not comment on the six developers, other than to say that five are from Scranton and the other is from Wilkes-Barre. He added none of the prospects have any concrete plans for the three-story structure.

6--Wed., July 3, 1985 The Tribune, Scranton, Pa. ★★ ★★

Civil War statue sets on faulty base

By NAN WATERS

What began as a simple restoration task for two civic-minded Carbondale groups has turned out to be an unusually monumental task.

Last spring the Carbondale Memorial Day Committee and the Historical Society undertook to repair the base of the 100-year-old Civil War monument in Memorial Park—the first monument erected in Lackawanna County, honoring Civil War veterans.

Work was progressing, according to Jay Sara, of the Memorial Day Committee, until contractors had to stop work on repairing the base, due to its complete deterioration.

"A new base must be constructed," Sara told The Tribune Tuesday, "at great additional cost."

Sara explained that the old base is constructed of "pot"—a combination of zinc, lead and aluminum.

"We'd hate to see it go to pot," quipped Sara, who has taken great personal interest in the restoration.

The possibility that the 50-foot monument in the park might have toppled over, was very real, according to Sara.

The groups hope, if contributions permit, to fence in the monument and base, to prevent vandalism and graffiti once the restoration takes place.

It is also possible repairs will have to be made to the monument itself, Sara pointed out.

Additional expenses must be borne by public contributions, and the Memorial Day Committee and Historical Society are requesting donations to defray the enormously increased costs of preserving this valuable Civil War memorial.

Donations may be left at Ashby's Service Station; Turano's Barbershop; Moran's L&M Tavern; or sent to Carbondale Memorial Day Committee, PO Box 55, Carbondale, PA, 18407; or Carbondale Historical Society, 3rd Floor, Carbondale City Building.

"The costs," Sara concluded, "are going to be truly monumental!"

Met Job at BBC at 9 AM —
picked up barrel at Kiefer's
& drove to Montage —
Henry arrived at 11:30 AM;
we couldn't "set up" for
the 5-6-7th because
time "in Charge" at
Montage didn't know
what they were doing.
Returned to Carbondale
at 1 P.M. and watched
train arrive;
Went to BBC and
typed "National
Ministers' Council
Newsletter" for Pullin &
also did Maplewood
programs for 7-4-85;
drove to Golf course —
HAB arrived at about
7:30 P.M. — gave her &
donated a copy of the
"Order of the Ceremonies"
for the July 4th com-
memorative event in
Maplewood Cemetery.